

## Attachment 4: Amendment to Chapter 10 – Transportation (Excerpt)

### ■ GENERAL POLICY GUIDELINES FOR TRANSPORTATION SYSTEMS

The following are general policy guidelines for the development of transportation systems within the County. In order to plan and provide adequate transportation systems within the County, these general policy guidelines should be ~~adhered to~~ followed.

#### *General Policy Guidelines*

- Create a transportation system which reinforces a clustered and compact form of growth in the County's Service Districts, Villages, and Settlements as set forth in Chapters 6 and 7 of this Comprehensive Plan.
- Continue to work with the Virginia Department of Transportation (VDOT), the Commonwealth Transportation Board and the private sector, to provide a well planned highway multimodal transportation system. This system should have design capacities that will not cause excessive traffic congestion and should preserve the scenic, natural, and historic qualities of the County.
- Maintain and improve the functioning of the rural freeway and major arterial highway system arterials and major collectors by keeping access points to a minimum and requiring developments to build supplemental roadway systems and share inter-parcel access roads.
- Plan and develop a road system which will, to the extent possible, divert local trips away from the rural freeway and major arterial highway systems.
- Discourage non-essential alterations to scenic, agricultural, and historic areas or roads that traverse such areas.
- Use the County's Transportation Plan as a guide for County input to the VDOT Six Year Plan.
- Implement regulations within the Zoning and Subdivision Ordinances so that future development provides sufficient right-of-way and the construction of all roads in a manner that would permit the inclusion in Virginia Department of Transportation system of roads or highways. Such public street design needs to meet VDOT's Secondary Street Acceptance Regulations and Road Design Manual as revised periodically.
- Examine applications for rezoning for their transportation impact and, where appropriate, road dedications and improvements should be proffered in accordance with ~~Dot's 2005 subdivision street requirements and subsequent revisions~~ the adopted County's Transportation plan, as well as VDOT's Secondary Street Acceptance Regulations and Road Design Manual as revised periodically. By identifying road improvement needs early, the County could avoid costly condemnation proceedings.

- Upgrade secondary roads, which are classified as Major Collectors, to eliminate dangerous situations and to accommodate increased traffic flow.
- Accurately classify and obtain appropriate right-of-way for major secondary roads in and around the service districts in order to meet future anticipated traffic loads resulting from planned development.
- Functionally classify all roads within the County to reflect a logical pattern of interconnected roadways based on concentrations of population and linkages to various areas throughout the County.
- Encourage ride sharing and car pooling. Identify appropriate locations and designs for commuter parking lots.
- Encourage the development and use of local and express bus service.
- Consider supporting the appropriate location and development of a commuter rail stop(s) in the County through the Virginia Railway Express and coordinate such planning efforts through the Virginia Department of Rail and Public Transportation.
- Develop bike and pedestrian trails to serve as transportation systems within service districts and between housing nodes and community centers. Locate these pedestrian systems in areas designated within the Comprehensive Plan and the Department of Parks and Recreation Trails Plan.

## PLANNING ROLE OF “VDOT” AND THE COUNTY

The Virginia Department of Transportation (“VDOT”) has primary responsibility for the location, construction, and maintenance of road ways within the County. The County’s role is to ensure that VDOT adheres to the County’s Comprehensive Plan and that roads are sized and located to keep pace with development, thereby assuring the safety of the general public. In addition, the County utilizes the expertise of VDOT planning officials as well as consulting assistance in planning the County’s road network both for local and regional transportation systems.

In fulfilling its role, the County makes recommendations through the Culpeper District and to the Commonwealth Transportation Board as a part of the ~~biannual~~ annual review of VDOT’s ~~Dot’s~~ six-year primary and secondary road improvement schedule. As a part of these recommendations, the County objective is to ensure that the VDOT building program accommodates the County’s Comprehensive Plan, land use and transportation priorities.

VDOT participates directly in the Fauquier County land development process. This agency provides review and approval for public street design at the preliminary plat, construction plan, and site plan stages, and supplies recommendations identifying needed improvements on both

proposed and existing public streets affected and part of rezoning and special exception applications.

VDOT has enacted statewide the Secondary Street Acceptance Regulations and these directly affect our road planning and permitting process. These regulations establish design and connectivity standards for public streets located in three discrete “Area” types which affect the nature and character of our community. The three category types are: Compact, Suburban and Rural Areas. The Virginia Administrative Code (24VAC30-92-50) defines those thresholds.

The County has consistently expressed that the Service Districts will be where our more compact and traditional town or village scale residential densities and business development will occur. Chapter 6 – Service Districts presents both land use plans and transportation elements which portray that vision in more detail. Here such growth can be more effectively served through public facilities, services and utilities, be provided an interconnected public street network (including multi-purpose paths and sidewalks), and be more effectively connected to open spaces, parks and schools. These communities will need a far more improved and linked street network to provide the balanced distribution of vehicle trips, options for future public transit, and pedestrian accommodation envisioned.

Bealeton, Marshall, New Baltimore, Opal, Remington and Warrenton Service Districts and their street network will be subject to the “Compact Area” requirements set forth in the VDOT Secondary Street Acceptance Regulations, while Calverton, Catlett and Midland will be subject to the “Suburban Area” requirements. Each designated “Area” will coincide with the specified Service District boundaries, as periodically amended.

Benefits of the “Compact or Suburban Area” designation for the nine Service Districts are that it establishes a higher level of VDOT review, better implements the Comprehensive Plan’s expected road network, and requires that residential, business and mixed use projects:

- Have sufficient street connections in multiple directions;
- Provide pedestrian accommodation;
- Incorporate context sensitive street design; and
- Add streets as a project package and part of the overall community secondary street network.